		. С	CENTRAL INTELLIGENCE AGENCY	REPORT
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- 4. There are certain exceptions to the somewhat free exchange of cars between systems. Refrigerated cars and oil cars have special importance. These cars are handled much more carefully and special red freight sheets are used for the refrigerated cars in contrast to the white sheet for the regular freight car. On the red sheet is shown the exact time of arrival, time taken in loading, etc. The dispatchers are very careful to see that these cars are back in their own system by 1800 hours each evening since demurrage on these cars is much higher than on regular freight cars. If no load can be found for a car in another system, it will be sent back empty and not held up for a load. Cars will not be sent back to the owning system with a load under their norm. They will either be fully loaded or empty. A minimum is charged for each loaded car and if a car has, say, only 10 tons instead of a maximum 40, it will be charged for a normal load. Another reason cars are not sent back partially loaded is that the owning system will have more of its cars tied up in unloading operations than would be the case if the cars were sent back empty. An exception to this rule was the loading practices of the army who would often leave a car half loaded if another one was brought up before they were finished loading
- 5. Cars may be temporarily transferred from one or more systems to another system to meet regional traffic peaks at the discretion of the Ministry of Railroads. For instance, if the Ministry of Agriculture needed additional cars in a particular 50X1 location during the harvest season, the Agriculture Minister would ask the Minister of Railroads for the cars and the Minister of Railroads would assign them.
- 6. The only penalty for keeping cars beyond the permitted time,

 payment of demurrage

 It was the same in all of Estonia. The demurrage, of course, does vary to some extent on different types of cars; for example, the heavy platform cars, the refrigerated cars, and the oil cars have a higher demurrage than the regular freight cars.

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- 7. There is little outward difference between cars of railway ownership and cars assigned to industries. The cars are often disguised to keep everyone from knowing what cars were assigned to a particular industry. Certain factories or plants would be given code names, such as Red Star, and the code name would be placed on the cars used by the plants. The general public, however, would not know what code name designated a particular plant.

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